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C5700-3

THE WEEKLY OF BUSINESS AVIATION

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HOUSE PANEL INCREASES FAA F&E, R&D FUNDING LEVELS FOR FY 1984

House transportation appropriations subcommittee held a closed session last week and reportedly increased Federal Aviation Administration funding levels for facilities and equipment and research and development for Fiscal Year 1984. Reliable sources said the House Panel appropriated $986 million for facilities and equipment, $900 million for the airport improvement program and $278 million for research and development. Funding levels are unofficial, however, because the figures adopted by the panel in the closed session are "embargoed" until the full Appropriations Committee meets June 16 to mark up those appropriations. If the levels are adopted, both FAA F&E and R&D funding will be significantly higher than figures in the FY 1984 budget resolution adopted by the Senate Budget Committee last month. The Committee had proposed $617.5 million for F&E, $993.5 million for airport improvements and $105 million for R&D *(BA, April 18/121).*

One aviation official said it was "unusual" that the panel went into a closed session and embargoed the figures. He said the embargo may have been enacted to ensure the "deals (that were struck) wouldn't fall apart" before the full Appropriations Committee meets next month. The subcommittee last week also adopted by a 4-2 vote a Rep. Martin Sabo (D-Minn.) amendment to block DOT from lowering the passenger cap at Washington National Airport below 16 million annual enplanements.

CESSNA UNVEILS CARAVAN II TURBOPROP; DETAILS UTILITY AIRCRAFT MARKETING

Cessna Aircraft unveiled its twin turboprop Caravan II utility airplane at the Paris Air Show Thursday and also revealed its marketing plans for the single-engine Caravan I turboprop that was announced late last year.

As reported earlier *(BA, April 18/123),* the Caravan II is a derivative aircraft that employs features of several of Cessna's current models, a factor that permitted Cessna to develop the plane at a relatively modest cost. Fuselage is a slightly modified Titan 404 combined with the Conquest II wing, the Conquest I nose and the Conquest II empennage, with the exception of a cruciform tail. The plane is powered by two Pratt & Whitney PT6A-112 engines flat-rated at 500 horsepower that provide maximum cruise speed of 256 knots at a range of 1,030 nautical miles.

The unpressurized plane was designed as a utility transport capable of carrying as many as 14 persons or up to 3,539 pounds of cargo. Range at that weight will be sharply limited, however, as useful load of the Caravan II is 4,744 pounds and maximum usable fuel is 3,183 pounds (475 gallons). Cessna officials acknowledge the necessity to forfeit range for heavier payload, but said operators will have the flexibility to make that decision based on the particular mission being flown. Ramp rate of the aircraft is 9,435 pounds.

Price for the first block of 25 aircraft is fixed at $1,095,000, with no escalation clause. Buyers will be required to make an initial deposit of $15,000 and another payment of $40,000 four months prior to delivery. An engineering prototype of the Caravan II was on static display at Paris. Certification is anticipated in the summer of 1984, with deliveries to commence in late 1984.

Cessna will manufacture detailed parts for the Caravan II and build the bonded wings at its Wichita facilities, but the aircraft will be assembled by Cessna's French affiliate Reims Aviation. Aircraft will be certifi-

(Continued on the following page)

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FAA TO LIFT FLIGHT RESTRICTIONS AT 13 AIRPORTS BY YEAR-END – Federal Aviation Administration said it will lift flight restrictions at an additional 13 airports by Nov. 14, leaving only four airports with flight restrictions. The four airports remaining under hourly slot restrictions by the end of 1983 are Denver, Los Angeles, LaGuardia and Chicago O'Hare. Scheduled for flight restriction elimination for the remainder of this year are: Newark on June 1; Kennedy and Atlanta July 1; Fort Lauderdale and Miami July 25; San Francisco Aug. 29; Dallas-Fort Worth, Dallas Love Field, Houston Intercontinental, Houston Hobby, Cleveland and Detroit Sept. 1; Philadelphia and Pittsburgh Oct. 30; and, St. Louis Nov. 14. Airports on which restrictions had previously been lifted were Washington National, Kansas City, Boston, Las Vegas and Minneapolis.

Scheduled for dropping of slot requirements for flights between airports located within air route traffic control centers for the remainder of this year are Cleveland June 20; New York July 1; and Chicago, Minneapolis and Indianapolis Aug. 22. Restrictions between airports had previously been lifted from the centers of Seattle, Salt Lake City, Albuquerque, Washington, Jacksonville, Atlanta, Memphis, Kansas City, Los Angeles, Boston, Denver, Oakland, Miami, Fort Worth and Houston.

VAN NUYS AIRPORT HAD MOST GA OPERATIONS IN 1982 – Van Nuys, Calif. was the top general aviation airport in the country with 509,758 operations in 1982, according to Airport Operators Council International *1982 Worldwide Airport Traffic Report* which has just been published.

According to the AOCI report, the top 10 GA airports in the U.S. were: (1) Van Nuys 509,758; (2) Long Beach 461,287; (3) Santa Ana 396,029; (4) Seattle-Boeing Field 362,524; (5) Oakland 334,557; (6) Tamiami 301,363; (7) Opa Lacka 295,215; (8) San Jose 264,936; (9) Pontiac, Mich. 238,532; and, (10) Melbourne, Fla. 229,138 *(see chart on the back of this page).*

Chicago O'Hare was the busiest single airport in the world in 1982, handling more than 37 million passengers. The top ten airports were: (1) Chicago 37,743,598; (2) Atlanta-Hartsfield 34,702,494; (3) Los Angeles 32,383,105; (4) New York Kennedy 26,452,508; (5) London Heathrow 26,406,100; (6) Dallas-Fort Worth 24,726,741; (7) Denver Stapleton 24,553,249; (8) Tokyo Haneda 21,929,948; (9) San Francisco 21,028,788; and, (10) Miami International 19,387,619. Total enplaned passengers for 1982 as reported by CAB certificated air carrier airlines in the United States was 293 million, an increase of 2.5 percent over 1981.

BEECH WINS $15 MILLION ARMY CONTRACT FOR C-12 AIRCRAFT – Beech Aircraft Corp. has been awarded a $15.3 million U.S. Army contract to deliver six RC-12D aircraft. Beech will produce the new aircraft with provisions for avionics equipment to be installed by the Army. Production will take place at the company's Wichita, Salina and Liberal, Kan. and Boulder, Colo. manufacturing divisions. Deliveries are scheduled between January and June 1985. The C-12D is the latest in a series of C-12 utility aircraft, which are versions of the Beech 200 Super King Air. Beech recently won a $20.3 million contract from the Army for production of 12 UC-12D aircraft *(BA, May 9/148).*

VAN DUSEN REPORTS LOWER SALES AND EARNINGS FOR FISCAL YEAR, QUARTER – Van Dusen Air Inc. reported lower sales and earnings for its fiscal year and fourth quarter ended March 31, 1983. Fiscal year revenues were $137 million, a decrease of four percent from the $143 million reported in FY 1982. Earnings were $361,000 compared to $3 million last year–a decrease of 88 percent. In the fourth quarter ended March 31, Van Dusen's revenues were $32 million, off six percent from the $34 million reported in the same period last year. Earnings for the 1983 quarter were $19,000, a 98 percent decrease from the $881,000 earned in the 1982 fourth quarter.

G.B. Van Dusen, company chairman and chief executive officer, said a combination of factors contributed to the company's lower sales and earnings. "The recession brought a 12 percent drop in flying activity according to the FAA (and) the nation's air traffic control network was short of capacity, requiring a reservation system for general aviation that also reduced the use of these aircraft," Van Dusen said. In the last half of the year, he said the company "substantially lowered its operating expenses, assets and corporate overhead." As a result, Van Dusen predicted the economic recovery will "bring improved results during the year ahead."

1982 GENERAL AVIATION AIRPORT OPERATIONS

AIRPORT	TOTAL
Van Nuys, California	509,758
Long Beach, California	461,287
Sana Ana, California	396,029
Seattle - Boeing Field	362,524
Oakland, California	334,557
Tamiami, Florida	301,363
Opa Lacka, Florida	295,215
San Jose, California	264,936
Pontiac, Michigan	238,532
Melbourne, Florida	229,138
Houston - William P. Hobby	228,712
Concord, California	215,965
Teterboro, New Jersey	205,732
Wichita Falls, Texas	196,606
Islip, New York	194,776
Daytona Beach, Florida	189,159
Grand Forks, North Dakota	188,649
Dallas - Love Field	179,671
St. Petersburg, Florida	175,137
Tucson, Arizona	172,597

AOCI Chart